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With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

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[a1472]

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The Daily Press.

HONGKONG, SEPTEMBER 9TH, 1910.

A few days ago we made some comments in this column on an interesting situation which had developed in Haiphong regarding Chinese official representation in Indo-China. The French have always resisted the demand of China to be officially represented in that territory, but have granted a measure of representation to the Chinese on the Municipal Council of Haiphong in much the same way as their interests are looked after in Hongkong by Chinese members on both the Sanitary Board and the Legislative Council. Not satisfied with that, a person calling himself the "Official Representative of the Delegate for Foreign Affairs in Yunnan" has claimed to officially represent China in French territory, and as stated before, the matter has been referred to Peking. Since the subject was mentioned by us, we have heard it urged that it would be advisable and beneficial were the Chinese Government to have a recognised agent in Hongkong. The problems which frequently arise in the commercial sphere would thereby be rendered more easy of solution, and it is contended that better and more intimate relations between the respective Governments would be fostered. The ideal is without doubt a laudable one, but experience suggests that the difference between the ideal and the actual would be too pronounced to afford the slightest reason for hope that such a scheme could ever

recommend itself to the Government of the Colony. An accredited agent of the Chinese Government, or of the Kwangtung Provincial Government, would, to all intents and purposes, be a glorified Chinese Consul, so that the latest proposal is practically the old one under a new guise. It is not supposed to aim at consular representation, but merely to establish facilities for consultation between accredited agents of the respective Governments. Whatever the name, the principle would be the same. To suggest that such a representative should be consulted by the Registrar-General and by the Hongkong Government in any course of action affecting Chinese is almost certain to provoke an unequivocal negative from the Hongkong Government. Were such a procedure followed the authority of the Hongkong Government would be weakened, and the creation of another authority within the Colonial Jurisdiction could only lead to constant irritation menacing to the peace of the Colony. The Registrar-General stands in the position of Protector of Chinese, and it is an eloquent tribute to the office and to its holder that the local Chinese have so clearly demonstrated their confidence in the Department. Were an accredited agent of the Chinese Government permitted here, his influence and protection would be as weak as when the control of the Colonial Government was likely to prove irksome to individuals, and instead of improving a state of affairs which is, perhaps, not altogether free from complaint, confusion would be rendered worse confounded. Such a representative would become a refuge for those persons who at present find it more convenient to quit the Colony, and authority being divided and therefore weakened Hongkong would suffer in every way. Unpalatable though it may be to the Chinese Government, it has to be realised that no scheme for its representation in Hongkong can be countenanced. The Chinese Government will always have its unrecognised agents in Hongkong, but that is a matter which does not concern us. However, with the ready communication between the Provincial Government and the Colonial Government, there should, without recourse to an arrangement which in addition to its unattractive aspect from the British point of view would add to the number of domiciliary problems, be little difficulty in settling any questions that may arise.

The incident in Indo-China also calls attention to an a cognate subject. That

is the participation of local Chinese in the government. In Hongkong the Chinese members of the Sanitary Board and the Legislative Council are nominated by the Governor-in-Council, but in Indo-China the elective principle is recognised. It is urged that the same principle should be applied to Hongkong, the Governor-in-Council having the right of approval. No objection is taken to the present members of the Sanitary Board or the Legislative Council. They are regarded as representative men of the Chinese community, but if they had behind them the expressed opinion of an electorate their opinions would possess more weight and their utterances would have a greater value. It is a subject that has been discussed before in Hongkong, and the difficulties are recognised. So far the chief obstacle seems to be the electorate. Should it be property owners, shopkeepers and folks, or should it be recognised heads of firms. It seems to us that a broad and at the same time satisfactory basis for the suffrage is provided by the street committees brought into existence to deal with the dumping evil. These committees, elected by the residents of the various areas of streets, might be constituted, with the dispensary committees and Tung Wah Hospital committee, the electorate to vote for representatives to the two bodies mentioned. In this way the Chinese community would have a more direct voice in administrative affairs which concern them, and even if they did not change the present personnel of their representation they would benefit by the greater interest manifested in local government.

Several cases of kidnapping of Chinese boys in the Colony have been reported to the police.

It is reported that the Russian troops at Vladivostok, which are now carrying on a series of flying experiments by aeroplanes, propose to undertake an aerial voyage as far as Harbin.

A typhoon warning received at the American Consulate-General, Hongkong, from the Manila Observatory at 12.00 p.m. yesterday reported a depression in the northern part of the China Sea, advancing westward.

The leasehold property known as "Glenthorpe," Kimberley Road, Kowloon, was yesterday offered for sale by auction by Mr. G. P. Lammet at the sale room in Duddell Street. The bidding went up to \$18,500, at which figure it was bought in.

Mr. Leland Harrison, the second secretary of the American Legation at Peking, has been transferred to the American Embassy at London, and will leave shortly for his new post.

Sir Joseph Fayer reports to the police that while he was bathing at Little Salwan Bay on Wednesday afternoon he lost from his finger a gold finger ring set with a sapphire and other stones worth £15 15s.

Long service medals will be presented by His Excellency Sir Henry May to Captain Nicholson, Sergeant-Major Grey and Sergeant-Major Logan at a smoking concert to be held at the Volunteers Headquarters on October 1st.

On account of the difficulty of finding a competent successor for Lord Li Ching-fang, the Chinese Minister to the Court of St. James, the Waipu has asked the throne to have Lord Li Ching-fang confirmed in his present position for the time being.

The s.s. *Nubia* arrived here yesterday with the crew of the wrecked cruiser *Bedford* on board. They will proceed Home with this steamer which leaves Hongkong to-morrow. The s.s. *Empress of India* brought down Captain Fitzherbert, several of the officers, 110 men and five Chinese.

A large number of books, periodicals, magazines and illustrated papers are required for the use of the troops leaving here next month in the s.s. *Bohilla* for Home. Any such literature will be gratefully received by the Acting Captain (Rev. A. B. Thorhill) either at St. John's Cathedral, or at the Park Hotel.

The Chinese at Shanghai have discovered still another way of evading Municipal taxation, a house owner being convicted of having let a house as a godown for several months, although the house bore a "To Let" sign. He was yesterday ordered by the Mixed Court Magistrate to pay the arrears of taxes, as well as the taxes to the end of the present year.

The Provincial Government of Szechuan has, says a Shanghai contemporary, decided to improve the route between Szechuan and Tibet. They propose to open a new road from Chundo to Lhasa, a distance of 2,600 ft. The road will have a width of 15 Chinese feet, which will be sufficient for two ox-wagons. The route will be used for commercial and military purposes. The funds will be drawn from the Government Treasury.

Boxing is a sport liable to be misunderstood in Japan. We extract the following paragraph from the *Japan Gazette*:—A series of boxing matches were held on Honmura Road on the afternoon of the 25th August between blue-jackets from the U.S.S. *Charleston* and *Hardy* in port. These were mistaken by Japanese passers-by for a fracas. The matter having been reported to the Kaigoku Police Station some ten policemen were sent to the scene. As the result of examination the alleged fracas turned out to be a boxing tournament, but the assemblage of blue-jackets was dispersed by the police according to thoroughfare regulations."

COMEDY IN HONGKONG.

The Warwick Major Comedy Company followed their opening success with another triumph last night in the production of that most mirth-provoking play "Are you a Mason?" The two married men who "explained" to their wives many absences by the fact that they had been attending the Freemasons' lodge meeting provide most of the fun. Mr. Robert Stephenson, as Amos Bloodgood, had all the briskness necessary for the breezy father-in-law, and Mr. G. F. Story did well as the son-in-law, while Miss Minnie Rayner essayed the part of Mrs. Caroline Bloodgood very satisfactorily indeed. Miss Maud Stewart Drewry and Miss Nina Osborne filled their respective parts with grace and charm, the latter showing the possession of exceptional vocal gifts. Mr. Kenneth Brampton as George Fisher masqueraded with success as a young girl, creating no end of fun, and Mr. Jess Sweet was very happy in the role of the Yorkshireman, while Mr. Reginald Elvington had a fine theatrical get-up as Hamilton Taverner. Mr. Ronald Garland ably filled the part of Ernest Morrison. Miss Sweetie Dale was very funny as the cook Lotte, and Misses Maud Gould and G. Coleman were equal to the demands made upon them in minor roles. Miss Georgia Corliss did not have a place in the cast, but she contributed several musical numbers and was received with the cordiality usually extended to her. The farce, on the whole, was admirably presented and thoroughly amused the audience.

THE WRECK OF THE "BEDFORD."

REFLOATING CONSIDERED IMPOSSIBLE.

The latest news from Japan regarding the wreck of H. M. S. *Bedford* is that the ship has listed five degrees to starboard. At high tide her upper deck is submerged. Huge rocks are penetrating into the engine-room, and in consequence there is no fear of the cruiser heeling over. Great difficulty will, however, be experienced in refloating the cruiser. The bodies of those who were drowned in the engine-room have not been recovered. Attempts have been made to recover the bodies, but this has so far been impossible owing to the high seas and the consequent motion of the cruiser.

Another report says that the guns and other articles taken off the *Bedford* have been transferred to the Japanese warship *Idzumi*. The work of refloating the cruiser is now considered almost impossible.

Only one man, an engine-room artificer, escaped from the flooded stokehole. He was carried to the top of the compartment by the water and managed to grasp a grating, afterwards scrambling to a hatchway and safety. Two of the victims, an artificer-engineer and a chief stoker, were married.

TELEGRAMS.

[Protected by the Telegraph Message
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REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

THE U.S. CUSTOMS INCIDENT.

OBJECTIONABLE REGULATION
WITHDRAWN.

LONDON, September 8th.

An official reply from Washington states that a new consular circular, or rather a modification of the old one, is in preparation in deference to the protests of the British textile exporters, who complain of the possibility of American manufacturers appropriating trade secrets.

THE ALLEGED SPY.

LONDON, September 8th.
The name of the German subaltern arrested while sketching the fortifications at Portsmouth is Helm.

He has been remanded to Winchester Gaol.

He denies being a spy, and says he was sketching only for his own information.

DEATH OF HOLMAN-HUNT.

LONDON, September 8th.
The death is announced of Mr. William Holman-Hunt, O.M., D.C.L., the well-known painter, and one of the three founders of the Pre-Raphaelite Movement.

BRITISH TRADE RETURNS.

LARGE INCREASES.

LONDON, September 8th.
The increase in imports in August (as compared with the returns for August last year?) amounts to £3,619,413, and in the exports to £6,524,183.

The latter is represented principally by ships, iron, steel and cotton wool.

THE ST. LEGER.

LONDON, September 7th.
The St. Leger was run to-day at Doncaster with the following result:

Swynford ... 1
Bronzino ... 2
Lemberg ... 3

The betting was 9 to 4 against Swynford, 20 to 1 against Bronzino, and 5 to 4 on Lemberg.

THE INTERNATIONAL ARBITRATION.

THE NEWFOUNDLAND FISHERIES DISPUTE.

LONDON, September 7th.

The President of the Arbitration Tribunal sitting at The Hague to settle the Newfoundland Fisheries Dispute between the United States and Great Britain has delivered his award on the seven points submitted to the judgment of the Tribunal. Two of the most important are decided in favour of Great Britain, who thus obtains the power to make laws for regulating the fisheries without submitting them to the approval of the United States.

PERSIAN REFORMS.

LONDON, September 7th.
From Teheran it is reported that the Mejlis had decided almost unanimously to employ American financial advisers instead of French as previously agreed.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Palazzo* is expected to arrive at Colombo on the 14th inst., noon. The Silk ex C.P.R. Co.'s str. *Empress of Japan*, which left here on the 6th ult., arrived in New York on the 4th instant. The P. M. str. *Siberia*, which left here on the 6th ult., arrived at San Francisco on the 4th inst.

SUPREME COURT.

Thursday, September 8th.

IN ORIGINAL JURISDICTION.
BEFORE HIS HONOUR SIR FRANCIS PIGOTT
(CHIEF JUSTICE).

A DEAF AND DUMB DEFENDANT.

The action was continued between S. A. Mariano, proprietor of the Dragon Cycle Co., and Chu Fak Ngok, in which the plaintiff sought to recover \$7,971.85, part of which was due for goods sold and delivered; \$500 of which was the purchase price of a horse sold to defendant in July, 1908; and the remainder for interest at the rate of eight per cent. per annum.

Defendant, in his counterclaim, asked that an account be taken of all dealings and transactions between the plaintiff and defendant, and the amounts charged the defendant by the plaintiff in such dealings and transactions; and of all monies paid by defendant to plaintiff and had and received by plaintiff on behalf of the defendant; and that the plaintiff be ordered to pay to the defendant such sum of money, if any, as shall be found to be due to the defendant. Defendant also asked for return of a "Richard Brosier" motor car; damages for the conversion of same; further or other relief; and costs.

Mr. M. W. Sledo, K.C., instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist), appeared for the plaintiff, and defendant was represented by Mr. C. E. Alabaster, instructed by Mr. Hinds (of Messrs. Bruton & Hett).

Mr. Alabaster, in opening the defence, referred to the Daimler motor car ordered by defendant and seized by Mariano. Plaintiff had told the Court that Mr. Knox was travelling in Europe, and even if the defendant had tendered \$2,000, plaintiff could not possibly, without committing another trespass, have returned the car. The car now belonged to Mr. Knox.

Mr. Slade—Your case is that it does not.

Mr. Alabaster—The car is ours. You took it from us and sold it to Mr. Knox. It is the most extraordinary piece of high-handed action that I have ever heard of.

Mr. Slade—Your action was low-handed because you did not pay.

Mr. Alabaster—We are not going to pay you. We are entitled to the return of our car whether we pay \$2,000 or not. There can be no defence to our claim for that car. We are entitled to have it now, and they won't give it to us.

Mr. Slade—You never asked for it.

Mr. Alabaster—We have demanded it in our counterclaim, and they ought to have sent it at once. We are entitled to very heavy damages for the conversion of that car. No question of a lion can come in whatever.

His Lordship—The damages wouldn't be anything.

Mr. Alabaster—Why not?

His Lordship—Because it was seized for rent.

Mr. Alabaster—It didn't justify a total stranger paying off a distress of a very small amount and keeping the whole of the property detained to the value of \$7,000.

His Lordship—What would have been the position of affairs supposing the plaintiff had not seized the car? It would have been seized by the landlord for rent, put up to auction for what it would fetch, and the balance.

Mr. Alabaster—The balance, after paying \$21 odd, would have been returned to the defendant.

His Lordship—Of which he would then have been liable to pay \$2,000 to Mariano. That is the position of affairs.

Mr. Alabaster—Mariano had a claim against us for \$2,000, but that does not justify him seizing some of our property and satisfying the claim out of it.

His Lordship—I confess I don't see that you damage is very much.

Mr. Alabaster—He seized our car for a debt which anybody, before the actual distress took place, might have paid off for us, and we would have kept the car. Mariano committed a trespass in taking the car, for he had no instructions to go and see the condition of that car.

His Lordship—On the other hand, he was in the position of having guaranteed \$2,000 on the car. I cannot help thinking that you would find that he was quite justified in protecting his interest. He guaranteed the defendant's promissory note for \$2,000 in favour of the car and he found the car going to wreck and ruin.

Mr. Alabaster—So he bagged it.

His Lordship—It was left a month without being looked after. He took it to relieve himself of the liability which he had incurred by guaranteeing the note of the car

JOHN GRANT AGAIN.

THE "SPIRIT OF REVOLUTION" IN CHINA.

CHARGED WITH FALSE PRETENCES.

John Grant, formerly a surveyor in the Public Works Department, made his third appearance at the Magistracy yesterday, when he was charged with obtaining one dollar from each of four persons by false pretences. Mr J. H. Gardner appeared for the defence.

Mr Gardner said the identification had taken place and the defendant was now before the Court.

His Worship (Mr J. R. Wood)—Are the police ready to go on?

Mr Gardner—A week's remand would be convenient to all parties.

His Worship—What is the case?

Inspector P. O'Sullivan said the defendant went round the village of Au Pui Ling and demanded a dollar from four people—three men and a woman—and told them they would have to get the numbers on their houses repainted. He gave each of them a chit on which was written the number of the house and told them he would send a coolie to have the painting done in two or three days' time. They each paid him a dollar and he left.

P. S. Appleton said he had about twenty other cases from Tsam Tsui Podistrict.

Inspector O'Sullivan added that the police had been making inquiries in other places, and it appeared that defendant had been round elsewhere.

His Worship, having explained the charge to defendant, asked him if he were guilty or not guilty.

Defendant answered, not guilty.

His Worship said the case would be remanded until Thursday next.

Mr. Gardner asked for bail.

His Worship asked what the police had to say.

Inspector O'Sullivan said that they did not know the extent of the other charges. About twenty other people had complained that morning.

His Worship fixed bail at \$1,000.

Mr. Gardner—I want to have the false pretences clearly stated.

His Worship—It shall be, before the case is heard.

Mr. Gardner—But I must know in time before the week is up.

His Worship—I think I have already clearly stated the false pretences.

Inspector O'Sullivan said that the witnesses did not all say exactly that the defendant said "he was sent." They say he told them they would have to have their numbers repainted. They did not all say that he was sent.

Mr. Gardner—That is not false pretence.

His Worship—The Inspector will put the charge in writing and supply you with it.

Mr. Gardner—The bail is exceptionally high.

His Worship—I cannot help that.

Defendant was then remanded.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from the 3rd to the 5th inst. with the following results:

Gross Handicap. Net.			
G. M. Dalgety	93	12	81
H. Pinckney	94	10	82
A. W. W. Walkinshaw	85	scratch	85
J. Clark	86	1	85
R. P. Walker	101	14	87
Major Caulfield	95	5	90
Sir J. Fayor, Bart.	111	18	93
POOL			
† J. Clark	80	1	79
A. C. E. Elbrough	94	13	81
† W. W. Walkinshaw	85	scratch	85
R. P. Walker	101	14	87
Sir J. Fayor, Bart.	111	18	93
Major Caulfield	95	5	90

* Winner of Cup.

† Winner of Pool.

A FIRE AT HANKOW.

AN INCIPENT RIOT.

The fire which destroyed the tea factory of Messrs. Molchanoff, Pechinoff & Co., at Hankow, on the 30th ult., is described by a Hankow contemporary as the largest conflagration which has ever occurred in the British concession there. The British Municipal buildings were badly threatened. The *Hankow Daily News* says:—The inmates of the Municipal Building removed the Council archives and valuables as well as the arms and ammunition stored there to the Victoria Hall, and in this way a company of sailors from S.M.S. *Uta* assisted speedily. By eleven p.m. the factory and godown, as well as the godown at the back of the Municipal Building were completely gutted, but the adjoining buildings were saved, thanks largely to the fact that no strong wind was blowing, but the work of salvaging was carried on far into the night. This fire is another instance of the inadequacy of the municipal fire-fighting appliances and the water supply, for had water been forthcoming promptly we have no doubt but that the fire could have been got under without great damage. The police brigade, as we have said, were on the spot with commendable promptitude, but were badly handicapped by the prevailing conditions.

During the course of the conflagration a huge concourse of Chinese assembled, and at one time it looked as though an attempt at looting would be made. In fact a few stones were flung at the German sailors and marines from H.M.S. *Briton*, one sailor being slightly damaged, and in consequence the volunteers received an intimation that their services might be required. However, the police, backed by a force of native soldiers, maintained order, the latter on one occasion charging the mob and forcing them to the confines of the back streets.

The insurance involved by the fire amounted to Tls. 348,000, distributed as follows:—

Rossia, Tls. 3,000; Royal, Tls. 91,000; Hongkong Fire, Tls. 34,000; Phoenix, Tls. 15,000; Norwich, Tls. 15,000; and Alliance, Tls. 190,000.

CHOWING MILITARISM.

Router's Agency has received particulars of an interesting journey of twelve months' duration which has lately been made in China by Dr. William Edgar Geil, the well-known American traveler, who has already crossed China five times. This last expedition, which was commenced last summer, had for its object a visit to the capitals of all the Chinese provinces, Dr. Geil being anxious to study the new conditions in the various centres of political influence and to complete his investigation and collections of Chinese literature.

YOKOHAMA HARBOUR.

The first improvement works at Yokohama were started in 1889, and by the year 1896 the harbour was enclosed by two breakwaters, one in front of the harbour running south-east for a distance of about 5,400ft., and the other extending north-east to a length of over 6,700ft., leaving a harbour entrance of 800ft. in width with a depth of water in the entrance of 35ft. below low water of spring tide. A training wall over 6,000ft. in length was also built, the result being to provide a safe anchorage over the large water area of 1,270 acres. In connection with this early scheme an iron pier 1,906ft. long and 63ft. wide was built, and provision made for the simultaneous mooring of six steamers of 25ft. draught. These works, however, soon became inadequate to meet the needs of expanding trade, and a reclamation scheme and additional dredging operations were undertaken, as well as the provision of additional warehouses and sheds and new railway communications with the main lines of railway in the Empire. The later works are expected to be finished in 1913, at a total cost of £1,500,000, and the dredging operations should be completed in the following year. The harbour authorities are, however, still looking ahead, and the reconstruction of the pier, the extension of the dockyards, and the construction of a canal between Tokyo and Yokohama will no doubt be proceeded with sooner or later.

As to the improvement scheme now in hand, it was recognized that in water area Yokohama does not fall behind leading harbours in the East, but in view of the increasing size and draught of ships it was decided to dredge two-thirds of the harbour to a depth of from 20ft. to 35ft. below low water of ordinary spring tide, which would have the effect of enabling 41 vessels up to 20,000 tons to anchor at the same time. That work has made steady progress, and the depth referred to has already been secured over an area of 480 acres. The main dredging plant consists of ordinary bucket and Priestman grab dredgers, but for dealing with the rock formation in certain parts of the harbour two Lobitz rock cutters are being employed. The total area of the reclamation, which is a part of the scheme, will be 56 acres of foreshore, and this work will be expected to be finished some time next month. The reclaimed land is to be utilized for the construction of quay walls and landing stages, mainly to meet the needs of ocean-going steamers. Fourteen new sheds are to be erected and 11 of these will be of steel construction with a total area of 353,800 square feet. The foundations for the sheds are being formed by the driving of pine piles into the hard bed of the sea, and the frames are being tied in such a manner as to give security against earthquakes and winds.

Special attention is being paid to the arrangements for facilitating the handling of goods to secure prompt loading and despatch. The additional warehouse accommodation will consist of four three-storyed iron frame brick buildings covering an area of 353,369 sq. ft. with a span of 72ft. each, and here again special features have been imported into the design to make the buildings proof against earthquakes and winds.

Arranging for the spread of militarism in China, Dr. Geil says:

"Throughout China the constant military preparations have been a source of wonder to me. Wherever I went I saw evidence of a general plan for the preparation of an enormous army. Not only in the provincial capitals, but in the smaller towns, drilling is in constant progress."

Dr. Geil was in Chengtu—the base of operations against Tibet—at the beginning of the year. He says:

"There was great military activity, and I was told by the authorities there that 20,000 Chinese troops had been moved into Tibet. Anyhow, Tibet was the chief topic of conversation. It did not come in my way actually to see what the troops were doing, but it is a significant fact that there were fewer troops in Chengtu than in any other centre I visited. This would seem to confirm what I was told of the troops having been sent out towards Tibet."

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RUSSIA AND CHINA.

THE NAVIGATION OF THE RIVER SUNGARI.

TREATY RIGHTS.

The St. Petersburg correspondent of *The Standard* gives from an authoritative source the following account of the results of the negotiations recently concluded between Russia and China concerning the navigation of the River Sungari. His informant said—

"According to Article 18 of the Treaty of St. Petersburg (executed in 1881), the Chinese Government undertook to come to an agreement with the Russian Government concerning the manner of carrying out the provisions of the Aigun (1858) and St. Petersburg Treaties touching the right of Russian subjects to navigate their vessels on the Sungari. This undertaking did not prevent China from issuing independently in 1909 regulations for Russian ships. Our Minister at Peking, however, protested against this violation of treaty, and compelled the Chinese to recognise the right of Russia to take part in drawing up the regulations for this purpose. This protest was the beginning of prolonged negotiations, first at Harbin and afterwards at Peking, which have now led to the issue of regulations that are in accordance with Russia's treaty rights."

From the date of the Portsmouth Treaty of Peace the Chinese Government has sought systematically to deny, in theory and in practice, the binding force of the relations established by treaty between our two countries. Taking its stand on Article 3 of the Portsmouth Treaty, in which Russia declared that she did not possess in Manchuria any preferential or exclusive concessions whatsoever calculated to infringe the sovereign rights of China or incompatible with the principle of equal opportunity, the Government of Peking, now in one and now in another isolated question, has been violating its obligations and endeavouring to deprive us of our just rights. This may be accounted for, to some extent, by the fact that certain isolated points in our treaties with China are comparatively out of date, and no longer accord with the present interests of China and the newly-awakened sense of her importance. But this explanation cannot, of course, serve as any justification for the course of action adopted by the Government of China. It was open to the Government, if it desired to set aside as, in its opinion, abnormal the above-mentioned state of things, to have recourse to friendly negotiations, rather than to insist that it has the right in 1911 to demand a reconsideration of our fundamental treaty, the St. Petersburg Treaty of 1881. Instead of taking this course, the Government of China preferred to go on violating its treaty obligations, which, naturally, called forth protest on our part.

The navigation of the Sungari, to which it apparently attached special significance, was one of the questions on which the Chinese Government violated treaty obligations. Beginning with the arbitrary introduction, without preliminary agreement with us, notwithstanding the provision therefor in the St. Petersburg Treaty, of regulations for the navigation of the Sungari, the Chinese, after receiving our protest, in the first phase of the negotiations obstinately maintained all points of the regulations in flat contradiction of the provisions of the Aigun and St. Petersburg Treaties. They obviously counted upon being able to effect, for the first time, a breach in the system of privileges governing our trade by the land routes, in order, against the date when the St. Petersburg Treaty came up for re-consideration, to be in a position to take their stand upon a whole series of concessions secured by them. In view of this, our Government in the negotiations for a revision of the regulations issued by them had to pursue a double aim: to draw up regulations of such a nature as would admit of the further development of our trade in the basin of the Sungari, and to confirm the force of existing treaties with China. That the first of these aims was attained is satisfactorily guaranteed by the fact that our technical specialist delegates, who are fully competent in all questions of navigation and trade on this river, took part in the negotiations. As to the second aim, it is necessary to dwell upon it at somewhat more length.

CONCESSIONS BY CHINA.

"The diplomatic dispute between us turned in substance upon the question whether the system established by our treaties for our trade by the land routes should be extended to our trade by the River Sungari, or should our trade by the Sungari be put on all fours with trade by sea routes, and be brought under the system existing in China on rivers navigable from the open sea?" This question was decided in the first sense, that is, in accordance with the views we supported; trade by the Sungari is subject to the lesser dues of the tariff in force for our trade by the land-routes; vessels on the Sungari are freed from tonnage dues, and the navigation on this river is thus free. In the less important question of the freedom of trade in the 50-verst zone from the frontier, the Chinese also conceded our demands by acknowledging that the import of Chinese goods into this zone on our territory should be relieved of the export dues irrespective of whether the goods came from the Chinese 50-verst zone or from districts in the interior of China. Thus in the question of the navigation of the Sungari, our treaty rights have been fully confirmed, which puts in our hands a valuable card for negotiations on numerous other points in which the Chinese are endeavouring to ignore their treaty obligations.

Two factors in particular must be acknowledged as having conduced to our success: the firm tone taken by our diplomacy, which made it plain to the Chinese that we had resolved to yield up nothing of our just rights, and the Russo-Japanese Agreement of July 21-August 3 last. It is significant that the most important concessions of principle by the Chinese coincided with the time when the Press was busy discussing the forthcoming Russo-Japanese Agreement. The final concession, however, followed upon our agreement with Japan, and possibly not without some influence brought to bear by her, inasmuch as the Japanese Government was advised by us that in the question of the Sungari we had resolved to retain our freedom of action. Thus the Russo-Japanese Agreement has already brought in its first fruits.

There is one point in our agreement with China about the navigation of the Sungari which deserves to be specially noted. While categorically maintaining our treaty rights, we have, nevertheless, paid great attention at the same time to the interest of China in this matter. We did not insist upon any impossible demands; we made no endeavour in this way to secure for ourselves the continuance of the existing state of things by which our vessels on the Sungari were free from any form of dues or control by the Chinese; we have thus afforded the Chinese a regular source of income to cover the expenditure necessary to maintain the river in a navigable condition. We have acknowledged the part played by Chinese Customs on the Sungari, and thereby reducing them to such proportions as are in accordance with our legal rights. This just and moderate course of action on the part of Russia will undoubtedly be appreciated by China, if not at the present moment when the feeling of chagrin caused by failure is still strong, at any rate

later on when she looks back more coolly upon the past. This course of action is precisely the one which our diplomacy must seek to maintain also in all further relations with the Government of China. It is the surest way of restoring our age-old feeling of friendship with China, without, at the same time, yielding up our interests and the rights secured to us by treaties in force. Our rapprochement with Japan can make us forget our other neighbours in the Far East; the drawing of China into the orbit of our policy would, it may safely be said, be the best basis out of the position that has now been created in the Far East, and would best of all secure for us the interest we have there."

A NEW DISEASE?

STRANGE ACCOUNT OF THE "RED PLAGUE."

Reuter informed us recently of a new disease that had broken out in a Spanish asylum. Appended is the telegram in which the news was announced in the London papers:

VALLADOLID, Aug. 15th.

An unknown disease which advances with the most frightful rapidity has broken out in a lunatic asylum here.

Death in some cases ensues within a few minutes of the first symptoms appearing. Five of the patients have died in the last two days, while three others who have been attacked have been placed under observation. The post-mortem examination failed altogether to reveal the cause of death.

The only external sign is a red spot resembling that caused by a sting on the face or neck, and it is believed that the outbreak is caused by the bite of an infected insect.

This telegram was shown by a representative of *The Daily Chronicle* last evening to an eminent Harley-street physician. This gentle man has practised for years both in Italy and Spain, and is an authority on all phases of blood-poisoning. In view of the scantiness of the description of the disease, the physician could not, of course, speak definitely as to its cause or character, but his views on somewhat similar cases of disease which have come under his notice are very interesting.

"I have known men and women in Italy," he said, "to leave their homes in the forenoon in perfect health, and, following bites by poisonous insects, or rather, by insects carrying in their bodies germs of contagious disease, they have reached my surgery in the afternoon in a dangerous state of fever. I have also known not a few to die from these bites, though not with the same rapidity as is suggested in the case at Valladolid."

"It must be remembered that at this period of the year Spanish city is very hot, and the drainage system is still of a primitive order. I can easily imagine a cloud of insects fresh from an infected area flying to the asylum and passing through its very wide and open windows—I know the place very well indeed—and fastening upon their victims and at once inoculating them with the foul virus they carry."

"The average lunatic in Spain is to say the least, not a robust patient, and with a predisposition to disease the poison would soon set up the inflamed spot on the body and impel a high temperature."

"The report is silent upon many aspects one would like to ascertain, such as the ages and general condition of the victims and patients, the progress of the fever, and whether it was associated with extreme thirst and other complications."

"Of course, it is just possible that fuller investigation may disclose the case to be some other form of poisoning. The insect in Spain, however, is a well-known enemy of society at this time of year, and when charged with poison to an as deadly as a bullet."

COMMERCIAL PROGRESS.

BIG INCREASE OF TRADE IN STRAITS SETTLEMENTS.

The gratifying progress of trade in the Straits Settlements which was noted in the report for the first quarter of this year has been well surpassed by the progress shown in the report for the quarter ending June 30.

In the three months the import trade has increased by over ten millions of dollars and the export trade by over eight millions, while the increases over the corresponding quarter of last year are also greater. During April, May and June this year the total imports were of the value of \$89,918,393 (£10,490,478), as compared with \$74,964,723 (£8,745,884), for the corresponding quarter last year. The exports amounted to \$78,741,242 (£9,186,478), as compared with \$68,203,417 (£7,957,549).

Singapore and Malacca still continue to rank ahead, and Penang, which had to report a serious decrease of imports last quarter, has also made good headway. The figures for imports—

—Singapore, \$66,192,527, as against \$52,690,

397 last year; Penang, \$22,125,469, as against \$21,240,881 last year; and Malacca, \$1,600,297, as against \$1,033,495.

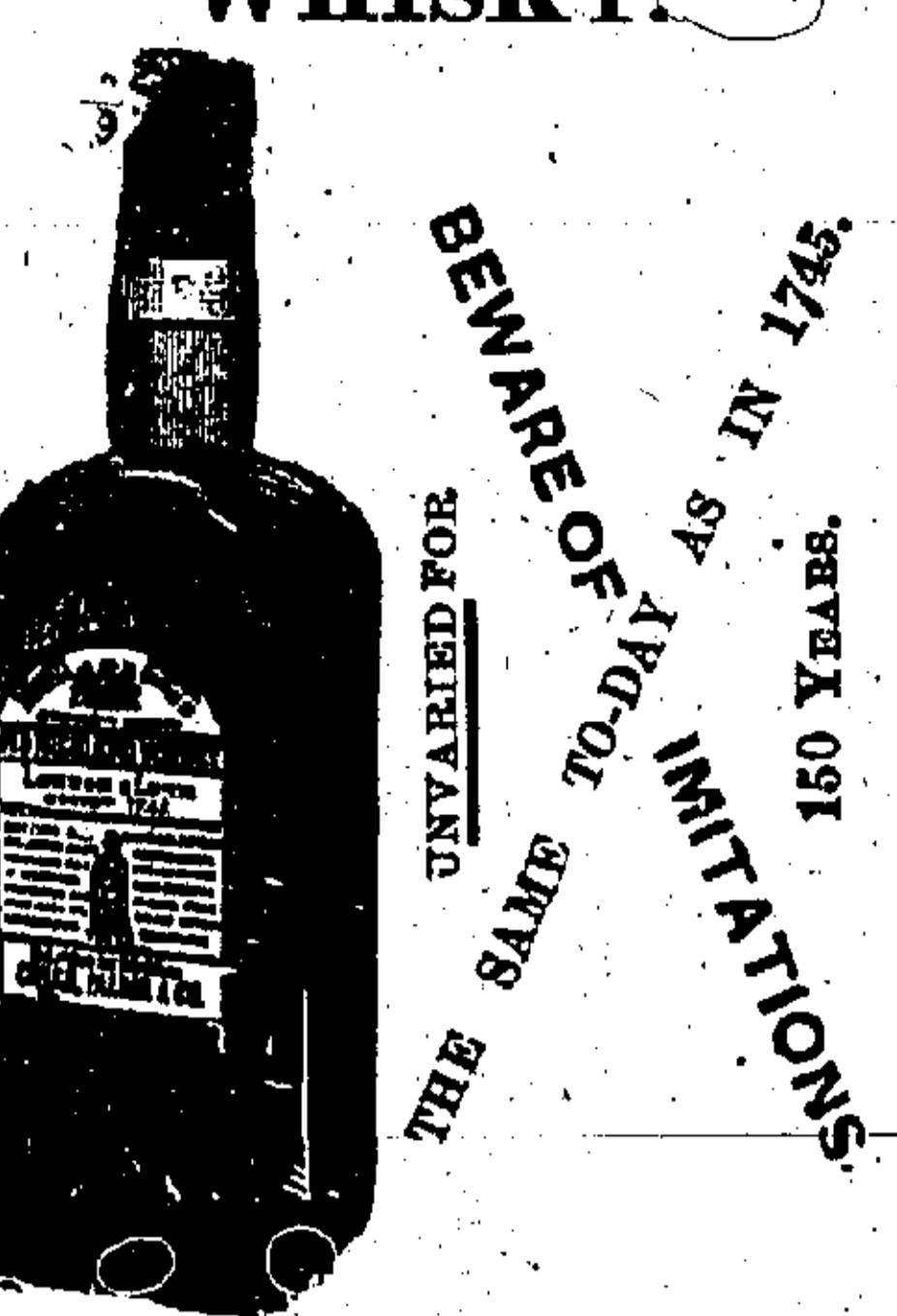
The value of the export trade was

—Singapore, \$54,749,595, as against \$46,074,479 last year; Penang, \$22,099,650, as against \$21,201,716 last year; and Malacca, \$1,899,007, as against \$1,152,222 last year.

Besides these informative figures which demonstrate the state of trade only in general the report is full of interesting facts concerning the condition of all our industries in particular.

—Straits Times.

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Mr. J. I. Andrew	Mr. and Mrs. F. D. Northcombe
Mr. J. H. Backhouse	Major M. R. Porter
Mr. H. M. Bates	Mr. S. R. Price
Mr. A. C. Claxton	Mr. F. H. Fay
Mr. J. C. Dorian	Col. & Mrs. Rivera
Mr. T. F. Evans	Mr. R. Robinson
Mr. H. G. Fisher	Mr. R. K. Rodger
Capt. G. Forthwaite	Mr. R. S. Schomber
Mr. V. Gosselin	Mr. J. S. S. Smith
Capt. T. P. Hall	Mr. H. H. Solomon
Mr. W. Hall	Dr. and Mrs. A. D. Spalding
Mr. T. L. Harrison	Mr. and Mrs. M. L. Thompson
Mr. & Mrs. A. Heslop	Mr. W. W. Trantchild
Hon. Mr. and Mrs. E. A. Hewitt	Mr. A. V. Walker
Dr. S. Hongh	Mr. and Mrs. W. C. Hunt
Mr. E. B. K. Hunt	Mr. F. E. Cox
Miss C. M. Jack	Miss K. J. Kennedy
Mr. W. Jacob	Miss K. J. Kennedy
Mr. G. T. Lloyd	Miss L. K. Kennedy
Mr. W. Logen	Miss L. K. Kennedy
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Mr. M. E. Peattie	Mr. Merlecs
Mr. W. S. Bryant	Mr. B. Nikols
Mr. F. E. Cox	Mr. P. Parker
Mr. K. Kennedy	Capt. and Mrs. W. C. Northcombe
Mr. J. M. Kennedy	Major M. R. Porter
Mr. W. Klaesohu	Mr. E. R. McGregor
Miss L. K. Kennedy	Mr. F. W. B. Gibson
Mr. H. J. Mardling	Mr. R. E. Rossen
Mr. G. W. McEwan	Mr. D. Siebert
Mr. J. D. F. McInnes	Mr. E. E. Smith
Mr. J. G. Minor	Mr. G. C. Whitclaw

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Capt. & Mrs. Acton & maid	Consul J. M. Macedo
Mr. E. Arndt	Mr. J. F. McGregor
Dr. Black	Mr. and Mrs. C. C. Mackee
Capt. & Mrs. Fromer	Mr. & Mrs. L. D. Mandell
Mr. W. F. Brower	Miss M. May
Mr. & Mrs. J. E. Burgers	Mr. J. A. Meyer
Mr. E. J. Chapman	Mr. Wm. Pittendrigh
Mr. C. S. Chapman	Mr. J. Robertson
Mr. E. J. G. Dixon	Mr. G. S. Sachs
Mr. A. D. D. Donnelly	Miss K. Sachs
Mr. T. G. Gauden	Capt. & Mrs. Schultzen
Mr. & Mrs. G. Gordon	Mr. & Mrs. Tibbs
Mr. G. L. Gorham	Mr. B. Webb
Mr. H. Hoffmann	Mr. J. W. Wilson
Miss F. N. James	Mr. & Mrs. A. C. Logan
Mr. W. H. Tindall King	
Mr. & Mrs. W. H. Tindall King	

KINGSLAND PRIVATE HOTEL.

From September 9th to 15th, 1910.

DOOM OF THE "HOBBLE."

LADY DUFF-GORDON'S NEW ORIENTAL FASHIONS.

DRESS REVOLT.

It has been decreed that women of fashion are to be attired in new girdles. Women with real souls for dress are to be clothed as was Ashoo, who looked out of her lattice on Jelum River, or that mysterious Thoo who sang beside the amorous Omar in the Persian wilderness. Mine Lucile has decreed it.

Mme. Lucile—Lady Duff-Gordon—whose genius invented the dream dress and the original gown, has gone to the East for her latest inspiration. And it is to be hoped that the incarnation of her new ideas may herald the doom of that atrocious "hobble" skirt.

It was the "hobble" skirt—which represents Parisian fashion at its very worst—which caused Lady Duff-Gordon, in sheer despair, to seek for some violent antithesis to the present mode. For a while she sought in vain; it was, indeed, the mere chance that gave this great creator of fashions her present happy thought.

She was passing through the Japanese Exhibition when she happened on a little shop which was stocked with Eastern robes and Eastern carpets. She paused; and there rose before her a vision of the East—a vision in which there passed to and fro women, graceful and modest and womanly.

In her vision Mme. Lucile beheld women who were clad with simplicity that was in itself an elegance. She saw women in clinging garments which were beautiful, because they followed quite simply and naturally the lines of the forms they draped. On the instant she decided that she would dress the women of fashion as women are dressed in the East.

THE NATURAL GOWN.

Without a moment's hesitation she hurried home to elaborate her now-found idea. On the way she paused before the tableaux which show the costumes which the Japanese wore many centuries before the birth of Christ. The sight of these tableaux set the seal on her decision. She saw that there was practically no difference in the dress of the women of Japan 2,000 years ago and the women of Japan to-day.

"And those garments have ensured," she cried to a newspaper representative yesterday, "because their lines were right! They could not possibly be improved on. They have lasted because they are ideal, and they are ideal because they are natural."

So Mme. Lucile hastened back to Hanover Square and locked herself into the room in which she evolves those wonderful ideas of hers in dress which none besides herself can compass. First she looked at the little gilt-framed pictures on the wall, which show fair women in every conceivable kind of garb, from the trailing robes of Greece to the fluffy crinoline. Then she rummaged in her treasure-box and brought out curious old specimens of raiment which are the main source of her many inspirations. Among these treasures are a Louis XIV. coat and a Louis XVI. habit. There are also curious clinging robes from Assyria, and bold, almost defiant, garments from medieval Russia.

Mme. Lucile hung all this jumble of clothes on a stand, and then sat down on a little Louis XV. chair to think. And she thought to amazement. Yesterday she displayed what must be the most astonishing gown that has ever been fashioned in London.

CREATION OF WONDER.

The details of this remarkable dress must not be given. They are Mine. Lucile's secret for the while, but something may be said of the general impression the gown created. It was a matter of fact, all in bits and pieces. It was hung on to the model who wore it in pins and stray stitches, and yet the general effect robed one of one's breath.

A girl, very tall and slim and straight and stately, with a pale face, vivid with scarlet lips and eyes full of slumbering fire, that even Cleopatra might have envied, trailed into the room. The girl was like a mummy of some Pharaoh's wife re-vivified and beautified and fresh, a breathing living thing of loveliness and mystery. The amazing part of the apparition was that she was dressed as though for the street in plain purple cloth. She wore, to all intents and purposes, what was a coat and a skirt. But the coat and skirt combined conveyed the impression that she had simply been swathed in some soft and delicate robe.

A little touch of Mine. Lucile's hand and the whole of the outer garment fell away, and the girl then stood forth in a purple garment which might have been the shroud of some mummy, lightened by all the grace of Greece and womanly.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yards.

4. From Naval Yards to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. CO.	About 10th inst.
LONDON, &c. via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. CO.	On 17th inst., at Noon.
HAVRE, BREMEN & HAMBURG, &c.	SPEZIA	Ger. str.	—	Feas	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & COPENHAGEN	YEDDO	Dan. six.	—	—	MELCHERS & CO.	To-morrow.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	—	Knaissel	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP.	BADENIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 2nd Oct.
HAVRE, & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	—	Habel	HAMBURG-AMERIKA LINIE	On 1st Oct.
HAVRE, & HAMBURG VIA S. C. I.	VILLE DE LA CHOTAT	Fren. str.	—	Borillon	MESSAGERIES MARITIMES	On 14th inst., at 1 P.M.
MARSEILLES, &c. via PORTS OF CALL.	MINAZAKI MARU	Jap. str.	—	T. Marai	NIPPON YUSEN KAISHA	On 14th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CALEXANDONSHIRE	Brit. str.	—	Gregory	NIPPON YUSEN KAISHA	About 17th inst.
MARSEILLES, LONDON & ANTWERP, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	HAMBURG-AMERIKA LINIE	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMHIMA	Ger. str.	—	Desinat	HAMBURG-AMERIKA LINIE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUO MARU	Ger. str.	—	R. Takedo	HAMBURG-AMERIKA LINIE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISZ.	Ger. str.	—	Knaissel	MELCHERS & CO.	On 21st inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VOERWAEETS	Ans. str.	—	B. Bednarz	SANDER, WIELEY & CO.	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BELUWEL	Ger. str.	—	H. Formes	DODWELL & CO., LTD.	On 10th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAIN PATRICK	Brit. str.	1 m.	P. S. Cowley	CANADIAN PACIFIC R. CO.	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUVERIC	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 17th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF INDIA	Brit. str.	—	—	NISSON YUSEN KAISHA	On 8th Nov., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit. str.	—	S. Ichikawa	NISSON YUSEN KAISHA	On 13th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	T. Ogata	OKURA SHOREN KAISHA	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PANAMA MARU	Jap. str.	—	K. Kawamura	NISSON YUSEN KAISHA	On 11th Oct., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—	D. Lenz	NISSON YUSEN KAISHA	On 22nd Oct., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUYO MARU	Jap. str.	—	T. Sokin	NISSON YUSEN KAISHA	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PEINZ SIGISMUND	Ger. str.	—	M. Yagi	NISSON YUSEN KAISHA	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	H. Raegnor	MELCHERS & CO.	On 23rd Oct., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	V. McClymont-Liddell	NISSON YUSEN KAISHA	On 15th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	M. B. Lake	BUTTERFIELD & SWINE	About 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COBLENZ	Ger. str.	—	—	MESSAGERIES MARITIMES	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NINKO MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TIJIMARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHEONGSHING	Brit. str.	—	—	NISSON YUSEN KAISHA	Today, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMSANG	Brit. str.	—	—	NISSON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRANQUEBAR	Brit. str.	1 m.	—	NISSON YUSEN KAISHA	On 11th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANHUI	Brit. str.	—	—	NISSON YUSEN KAISHA	On 12th inst., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMA	Fren. str.	—	—	NISSON YUSEN KAISHA	On 13th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HANGSANG	Brit. str.	—	—	NISSON YUSEN KAISHA	On 14th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUONI MARU	Jap. str.	—	—	NISSON YUSEN KAISHA	On 15th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEHLI	Brit. str.	—	—	NISSON YUSEN KAISHA	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIKING	Brit. str.	2 h.	A. E. Hodgins	DODWELL & CO., LTD.	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIYANG	Brit. str.	2 h.	A. G. Stewart	P. & O. S. N. CO.	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIMUN	Brit. str.	2 h.	P. H. Rolfe	HAMBURG-AMERIKA LINIE	On 6th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUENSANG	Brit. str.	—	R. Rodger	HAMBURG-AMERIKA LINIE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	RUBI	Brit. str.	—	S. J. Payne	NISSON YUSEN KAISHA	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LOONGSANG	Brit. str.	—	A. Fraser	NISSON YUSEN KAISHA	To-day, at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ZAPIBO	Brit. str.	—	W. C. Passmore	NISSON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUNGKANG	Brit. str.	—	D. L. Lethbridge	NISSON YUSEN KAISHA	On 13th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BORENEO	Brit. str.	—	D. Douglas	NISSON YUSEN KAISHA	On 15th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOSA MARU	Jap. str.	—	F. Semill	NISSON YUSEN KAISHA	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CAPY	Brit. str.	—	Y. Nomura	NISSON YUSEN KAISHA	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIGHTNING	Brit. str.	—	Moresco	NISSON YUSEN KAISHA	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.						

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSSEILLES	NUBIA Capt. J. F. Fox	About 10th Sept.	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.E.	About 15th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA Capt. B. W. H. Snow	Noon, 17th Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	PALEO Capt. C. E. Longden, R.N.E.	About 22nd Sept.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 9th September, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD:	HOMeward.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG: S.S. SPEZIA ... 9th Sept.
S.S. C. FERD. LAEISZ 27th Sept.	FOR HAVRE, HAMBURG & ANTWERP: S.S. LIBERIA ... 14th Sept.
S.S. ARMENIA ... 6th Oct.	FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP: S.S. BADENIA ... 2nd Oct.
S.S. SENEGBAMBIA ... 21st Oct.	FOR MARSSEILLES, HAVRE & HAMBURG: S.S. SILESIA ... 4th Nov.
S.S. SUEVIA ... 16th Nov.	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 4th Oct.
S.S. ARABIA ... 30th Nov.	FOR MARSSEILLES, HAVRE & HAMBURG: S.S. ALESIA ... 11th Oct.
S.S. SCANDIA ... 15th Dec.	FOR MARSSEILLES, HAVRE & HAMBURG: S.S. C. FRED. LAEISZ 23rd Oct.

Further Particulars, apply to—
Hongkong, 7th September, 1910.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL
ILOILO & CEBU VIA AMOY "SUNGKILANG" ... On 9th Sept., 4 P.M.
SWATOW, CHEPOO & TIENTSIN "HUICHOW" ... On 10th Sept., 4 P.M.
SHANGHAI "ANHUI" ... On 11th Sept., D'light.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED RATES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA," and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 9th September, 1910.REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,

HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

1910.

S.S. BUOY MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.

S.S. HONGKONG MARU ... 11,000 ... Dec. 21st, at Noon.

S.S. KIYO MARU ... 17,200 ... About Mid. Feb. 1911.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
MARSSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MIYAZAKI MARU	9,000	WED'DAY, 14th Sept., at Daylight
	KITANO MARU	9,000	WED'DAY, 28th Sept., at Daylight
	YOTO MARU	7,000	WED'DAY, 12th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 8th Oct., from KOBE
VICTORIA, B.C. and SEATTLE, via KEPPEL, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU	7,000	TUESDAY, 13th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU	7,000	TUESDAY, 11th Oct., at Noon.
SHANGHAI, MOJI and KOBE	YAWATA MARU	5,000	FRIDAY, 30th Sept., at Noon.
NIKKO MARU	NIKKO MARU	6,000	FRIDAY, 26th Oct., at Noon.
CEYLON MARU	CEYLON MARU	6,000	WED'DAY, 14th September.
KOBE and YOKOHAMA	HIRANO MARU	7,000	THURSDAY, 15th Sept., at 5 P.M.
SINGAPORE, COLOMBO and BOMBAY	TONA MARU	6,000	FRIDAY, 23rd September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	6,000	WED'DAY, 28th Sept., at Noon.

† Omitting Keelung and Shimidzu.

= Calling at Saigon.

§ Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES
BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS \$120 \$110 \$100 \$90

2ND CLASS \$80 \$70 \$60 \$50

With Option of rail between Calling Ports in Japan.

Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO, MANAGER. [13-125]

Hongkong, 7th September, 1910.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR"	On 10th Sept.	
HAVRE and COPENHAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 5th September, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	NAMSANG	Friday, 9th Sept., Noon.
MANILA	YUENSANG	Friday, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	HANGSANG	Tuesday, 13th Sept., Daylight.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Wednesday, 14th Sept., Noon.
TIENTSIN	CHEONGSHING	Thursday, 15th Sept., Noon.
MANILA	LOONGSANG	Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUFSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern Improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 8th September, 1910.

GENERAL MANAGER [14-125]

JAVA-CHINA-JAPAN LIJN

REGULAE THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TYIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP.	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

York Buildings, 1st Floor.

Hongkong, 7th September, 1910.

Telephone No. 375.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

[16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

JUST NOW FOR SALE:
5 FIELD FORGES,
1 COLLECTION IMITATION
JEWELLERY,
AND SOME OTHER SMALL CONSIGNMENTS.

PLEASE APPLY TO MY OFFICE.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Chenon*, with the Siberian mail, is due to arrive at Hongkong on Sunday, the 11th inst. The *Yarre*, with the French mail of the 12th August, leaves Saigon on Friday, the 9th inst., at 3 a.m., and may be expected here on or about Monday, the 12th inst.

FOR	PER	DATE.
Swatow, Amoy and Foochow	Haitan	Friday, 9th, 9.00 A.M.
Haitong	Sambia	Friday, 9th, 9.00 A.M.
Shanghai, Kobe and Moji	Namseang	Friday, 9th, 11.00 A.M.
SIBERIAN MAIL TO EUROPE	Lightning	Friday, 9th, 11.00 A.M.
Singapore, Penang and Calcutta	Shinchiku Maru	Friday, 9th, 11.00 A.M.
Sourabaya	Sui Tai	Friday, 9th, 11.00 A.M.
Macao	Yuenasang	Friday, 9th, 3.00 P.M.
Manila	Sunghiang	Friday, 9th, 3.00 P.M.
Amoy, Ilano and Cebu	Fukui Maru	Friday, 9th, 3.00 P.M.
Kobe	Holstein	Friday, 9th, 5.00 P.M.
Hoihow and Port Cobbot		
Manila	Rubi	Saturday, 10th, 11.00 A.M.
Macao	Sui Tai	Saturday, 10th, 1.15 P.M.
Swatow, Choofoo and Tientien	Huichow	Saturday, 10th, 3.00 P.M.
Swatow, Singapore and Bangkok	Panglong	Saturday, 10th, 5.00 P.M.
Hongay	Onsing	Saturday, 10th, 5.00 P.M.
		Registration, 4.15 P.M. (Registration, with late fee of 10 cents up to 5.00 P.M.)
Shanghai	Ashin	
SIBERIAN MAIL TO EUROPE		

Manila, Angara, Yan, Friedrich Wilhelm, shafan, Raham, Herberthshof, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle, Padhol and Haiphong ...

Swatow, Singapore and Bombay ...

Ningpo and Shanghai ...

Swatow, Amoy and Foochow ...

Europe, &c., India via TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents)	Ville de la Ciotat	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail ...		
Singapore, Penang and Calcutta	Fooksong	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 9.00 A.M.)
Swatow	Hainan	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 9.00 A.M.)
Tientien	Chemoshing	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 9.00 A.M.)
Manila	Loong-ang	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 9.00 A.M.)

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, YOKOHAMA, HONOLULU & SAN FRANCISCO

Port Darwin Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle, Europe, &c., India via TUTICORIN ... (Late Letters 11.00 to NOON Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M. ...

SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, VICTORIA & VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE

Manila, Moji, Kobe, Yokohama, Hakodate, and Portland ...

Europe, &c., India via TUTICORIN ... (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ...

ELECTRIC IRONS
INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS can iron her own delicate clothes.

THE MASTER can iron his own ties.

THE AMAH can do all other ironing in half the time and without grumbling.

The only CLEAN method of Ironing.

The only HEALTHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fires. HEALTHY because you dispense with the necessity for stifling fires, and in the height of summer ironing can be carried on in Freshair Comfort without inhaling the poisonous fumes given off by gas or charcoal fires.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD., Electrical Engineers,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 9TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, buyers 1,688 x. div.
National Bank of China, Limited	99,925	\$7	26	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$8, sal. & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$14.40.
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	31	\$1, buyers
COTTON MILLS.				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 50	Tls. 50	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 574.
Laou-Kung-Mow C. Spin & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Cleo Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$72	\$6	\$19, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$53, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$5	all	\$50.
New Amoy Dock Co., Limited	10,000	\$64	all	\$64, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkew Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 116, x. div.
Penwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	100,000	\$10	\$10	\$5, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	all	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$104, sellers
Hongkong Ice Company, Limited	5,000	\$25	25	\$82, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21, sellers
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	37	\$7.
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sal. & buy.
China First Insurance Co., Limited	20,000	\$100	\$20	\$114, buyers
China Traders Insurance Co., Limited	24,000	\$33	\$25	\$874.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$925, sellers
Yangtze Insurance Association, Limited	12,400	\$100	\$60	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Interest Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphrey's Estate and Finance Co., Ltd.	150,000	\$10	all	\$88, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32.
Shanghai Land Investment Co., Limited	78,500	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$59.
Mining.				
Societe Francaise des Charbres du Tonkin	16,000	Frs. 250	all	\$720.
Reub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$14, sellers
	25,000	\$10	\$1	\$12, sellers
Peak Tramways Co., Limited	50,000	\$10	\$1	\$10, sellers
Philippine Co., Limited	75,000	\$10	\$10	\$160, sellers
MINERALS.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$26, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	prei.	25	60, £6.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$10	\$24, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$32, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$25, sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sales
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
W.M. Powell, Limited	15,000	\$7	\$7	\$5.
Watkins, Limited	10,000	\$10	\$10	\$63, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$112, sellers
Weissmann, Limited	3,000	\$10	\$10	\$300.
United Asbestos Oriental Agency, Limited	9,900	dry.	\$10	\$10.
United Waterboat Co., Limited	100,000	\$10	\$10	\$8, buyers
RUBBERS.				
Allangs	750,000	2/-	all	6/-.
Anglo-Malays	1,500,000	2/-	all	25/-.
Balgowden	151,200	\$1	\$1	\$144 (St